(c) and (d) The matter has been referred to Ministry of External Affairs to take up this issue at the UN, if considered appropriate.

**Conversion of Mundra-Kandla rail line**

2196. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert Mundra-Kandla rail line into broadgauge;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Broad Gauge Line from Mundra Port to Adipur has been recently completed by M/s. Gujarat Adani Port Ltd. at their cost. Adipur and Kandla Port are already connected by a broad gauge line. However, an MG line also exists between Gandhidham and Kandla port of which conversion is not required from traffic point of view at present.

**Chair car facility in August Kranti Rajdhani Express**

†2197. DR. A.K. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for withdrawing Chair Car facility from August Kranti Rajdhani Express, running between Mumbai and Delhi;

(b) whether Government are considering to resume Chair Car facility in the said train; and

(c) if so, by when, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) In view of over-night travel and long hours of journey, there were frequent complaints from passengers of discomfort in AC Chair Car coaches. Railways started production of AC 3 Tier coaches in which nearly same number of berths were available as the number of seats in the Chair

†Original notice of the question was received in Hindi.